

# BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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## Draft 2022 Update

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TPB Access for All Advisory Committee  
February 11, 2022

# Overview

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- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
  - When finalized, this plan will succeed the existing plan approved by TPB in 2015
  - Follows development and TPB approval of the National Capital Trail Network in 2020
  - Utilizes recent enhancements to the plan-supporting bicycle and pedestrian projects database
  - Incorporates emerging aspects of bike/ped planning



# Why Develop a Regional Bike/Ped Plan?

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- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
  - Bicycling and walking trends
  - Safety, Complete Streets, and Green Streets
  - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
  - Compiled from agency/jurisdictionally approved plans
  - Includes both funded and unfunded projects



# What's in the Draft Plan?

## Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

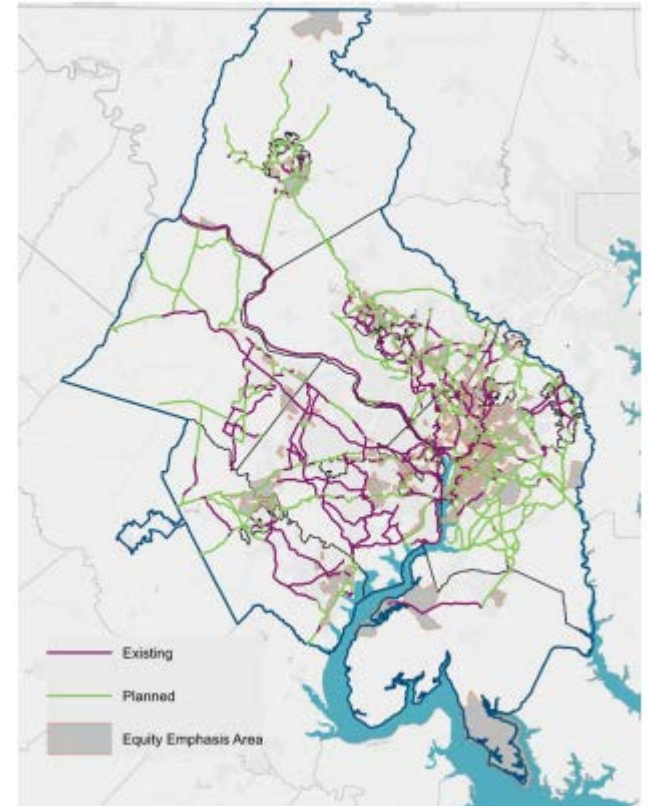
## New for 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- Coming soon: 2045 bike/ped network interactive dashboard



# Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
  - Encouragement & funding programs
    - TLC, TAP, TAFA, RRSP, Commuter Connections
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map  
(Source: COG/TPB)

# Biking/Walking in the Region (Ch. 2)

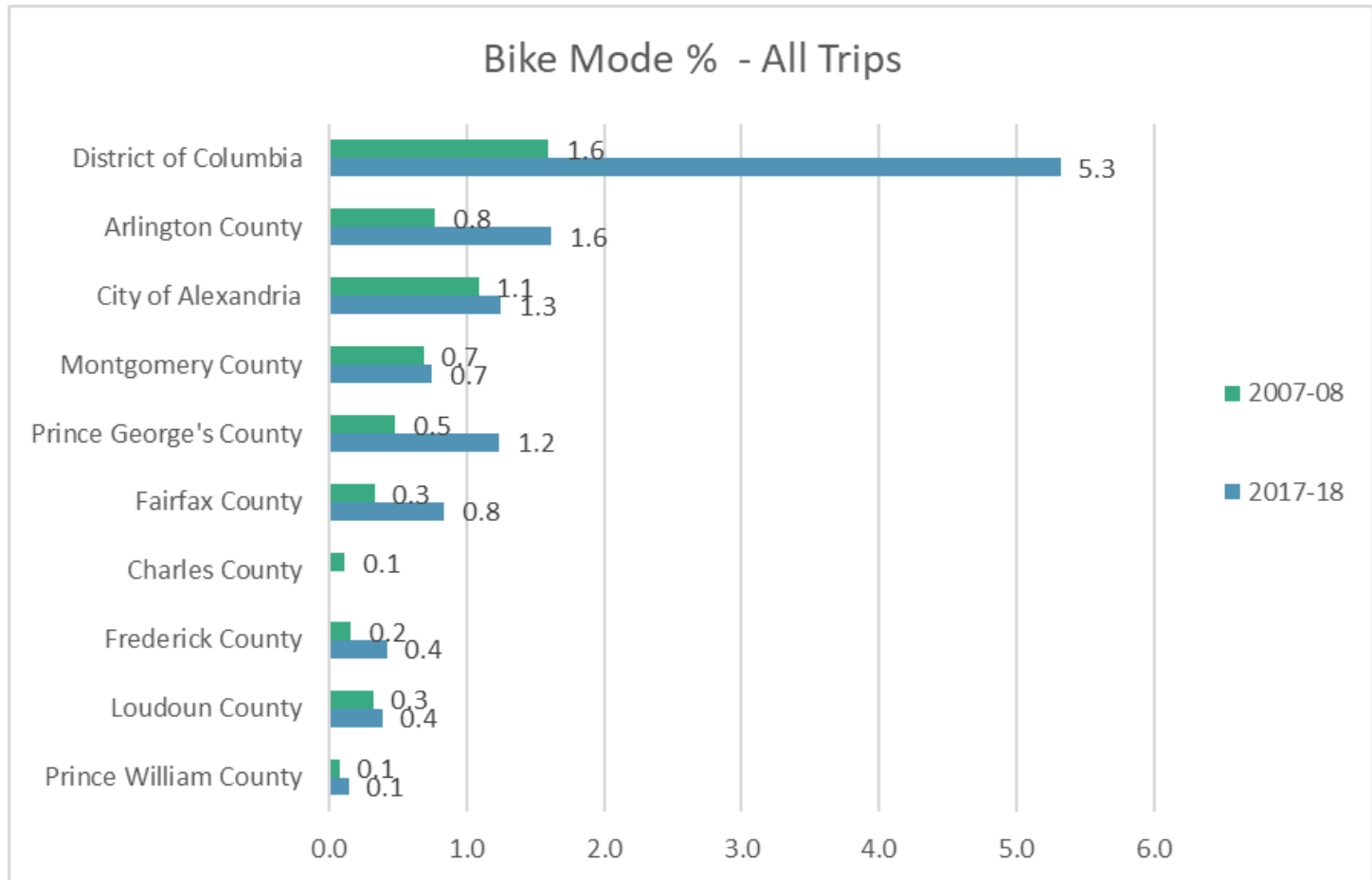
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- Mode share & travel patterns, drawing on:
  - TPB's Regional Travel Survey
  - US Census Bureau American Community Survey
  - National Household Travel Survey
  - Commuter Connections State of the Commute survey
  - WMATA's Passenger Rail Survey

**62% of  
Metrorail  
Passengers  
Walk to the  
Station**



# Example: Bike Mode - % of All Trips

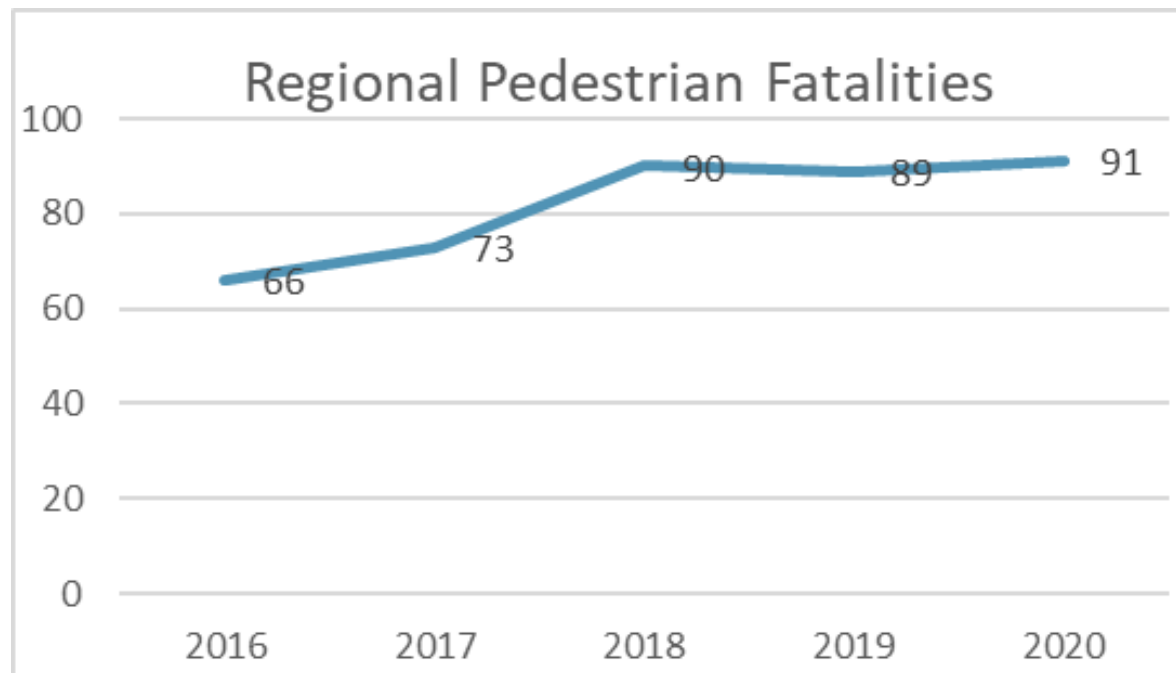


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



# Pedestrian & Bicyclist Safety (Chapter 3)

- Pedestrian & bicyclist fatality/serious injury crash trends
- Education and enforcement; Street Smart campaign

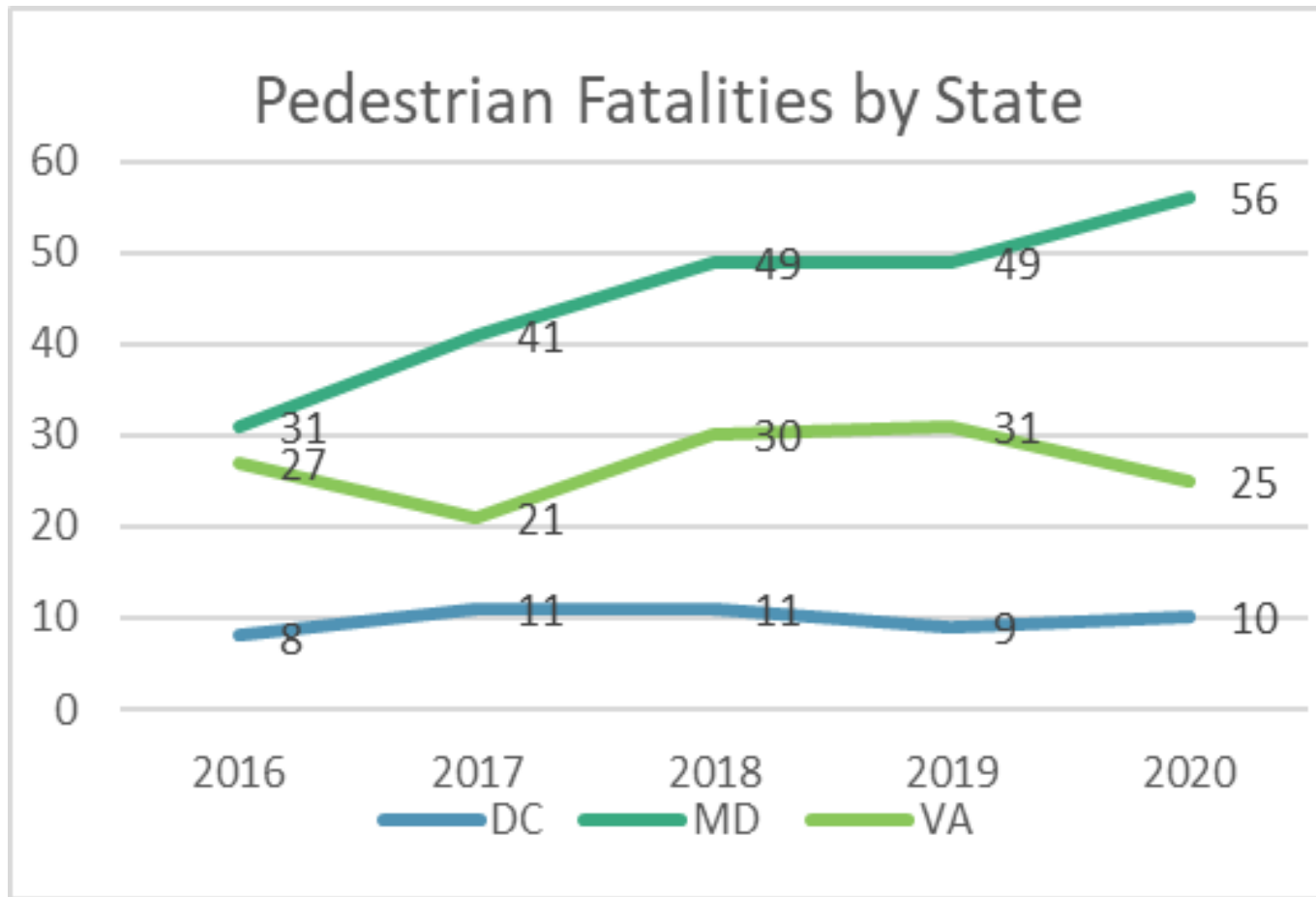


Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.





# Example Data by State (Chapter 3)



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



# Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



# Best/Recommended Practices (Ch. 5)

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- Detailed discussion of recommended practices at the local level, developed based upon Bicycle & Pedestrian Subcommittee input
- *Incorporation of recommended bike/ped design into all transportation projects; use of facility design and construction standards*
- *Interjurisdictional coordination & connectivity; circulation between and within Activity Centers*
- *Appropriate roadway widths, curb radii, crossing distances, speeds*
- *Bikesharing, micromobility, supporting facilities*
- *Education, enforcement, and encouragement*
- *High-visibility projects and dedicated staff*
- *Integration of equity into planning*



# The 2045 Network (Chapter 6)

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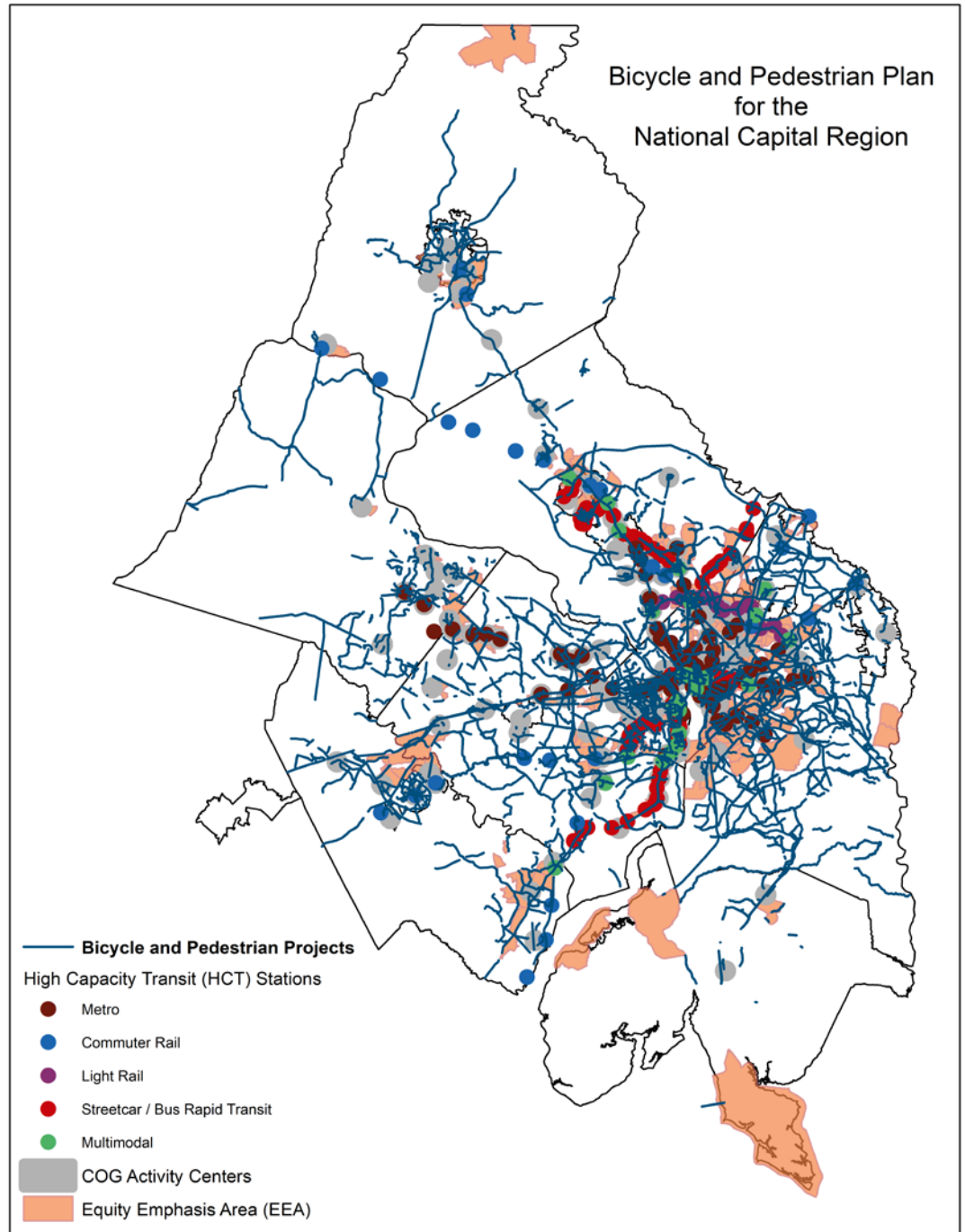
- Planned network and project list: 2,500 miles, 1,650 projects
  - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
  - “Low stress” = shared use paths/protected bicycle lanes/boulevards
  - 76% of the population and 87% of the jobs will be within a half mile of the planned low-stress network
  - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



# Map of the 2045 Network (DRAFT)

Source: COG/TPB

## Bicycle and Pedestrian Plan for the National Capital Region



# Outlook

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- Draft plan first shared with the TPB Technical Committee for the February 4 meeting
  - Follows months of discussion by the Bicycle & Pedestrian Subcommittee
  - February 11 Access for All meeting presentation
- Accepting comments on this version through February 17
- Slated to return to TPB Technical Committee March 4
  - Will address comments as well as a handful of “to be developed” subsections remaining in the plan document
  - Anticipate demonstrating interactive dashboard on March 4
- Presuming comments have been addressed & TPB agenda time availability, plan will go to TPB for March & April



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National Capital Region  
Transportation Planning Board

# Additional Slides





# Bulbouts & Protected Intersections

New York Avenue NW



“Tactical Urbanism” - Flexpost  
Bulbouts, NW DC



# Dual Facilities

Virginia Avenue SE/Bike Trail & Sidewalk



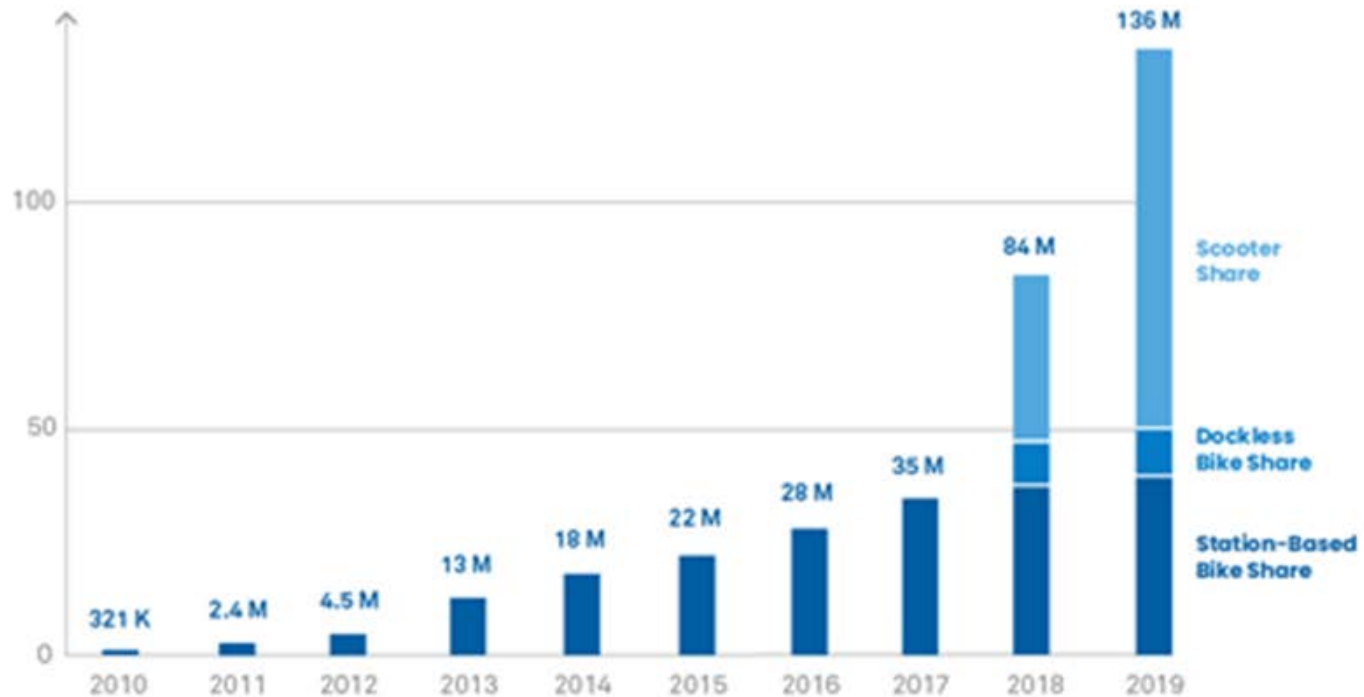
The Wharf, DC



# E-Scooter Boom 2018-2019

SHARED MICROMOBILITY RIDERSHIP GROWTH FROM 2010-2019,  
IN MILLIONS OF TRIPS

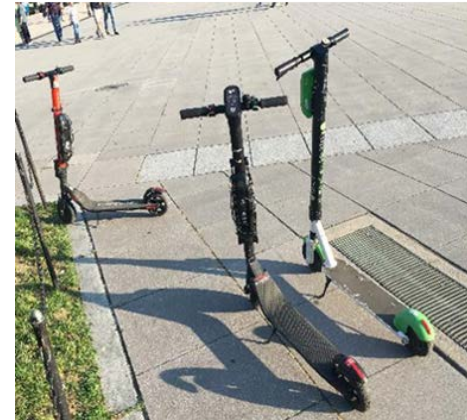
Source: NACTO



# E-Scooter Sidewalk Riding/Parking

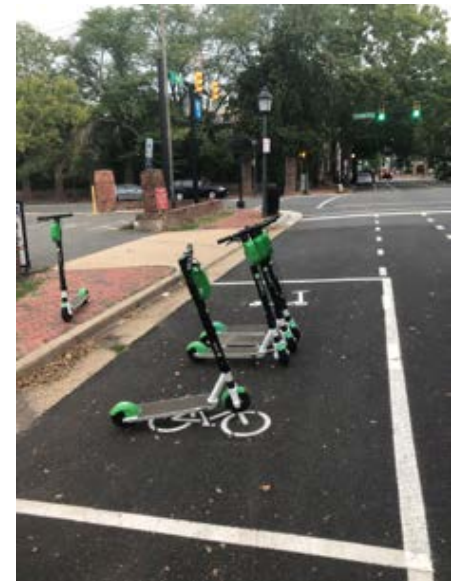
## Opportunities to Reduce Conflicts:

- Riders prefer bike lanes
- Only 9% of riders prefer sidewalks
- Riders prefer clearly marked parking



## More Bike Lanes, Corrals

- DC Requires Riders to Lock Shared Electric Scooters to Bike Racks, Scooter Corrals, or Signposts (10/2021)



# E-Scooter Regulation & Training

- Permits Limit Numbers, Locations
- Age limits
- Geofencing
- Speed regulators
- Push notifications
- In-person Training Events
  - Most crashes caused by inexperience

